

THE WASATCH JUNCTION

NEWSLETTER OF THE GOLDEN SPIKE CHAPTER

Railway & Locomotive Historical Society

2019

Vol. 23, Issue #6

Board Members for 2019

President: Steve Jones 414-828-0166

Director: John Barrett 385-333-6468

Vice Pres.: Lee Secrist 801-397-3943

Director: Joshua Bernhard

Membership/Treasurer: Maurice Greeson
801-776-5712

Director: Joshua Perry 750-792-0723

Secretary/Newsletter: Lee Witten
801-476-120

**Next Two Meetings: November 16, 2019 at 12 noon, Two Bit Cafe, 25th street
2018 at 12 noon, Two Bit Cafe, 25th street**

Meeting Notes for September 28th

- 1 - Minutes of the August meeting were reviewed.
- 2 - Financial report: Balance of \$7,065.80. Insurance payment for another year will be \$750
We have sent \$1683.07 of the original \$5,000 grant to the Brigham City Depot Museum for construction of an access ramp
- 3 - A discussion about whether to renew our corporation status was held. It was decided that with our future in doubt and that we do not anticipate requesting donations, we need not go through the process of corporation.
- 4 - We asked that our website be updated with information on the Brigham Depot Museum.
- 5 - Question was raised as to the status of the State on what they want to do with 223. Steve will make a contact.
- 6 - The money that was donated for Bill Francis to make a documentary about the 223 is in question. Mr. Francis appears to have a conflict of interest with Ogden City and the subject of the documentary. We may need to return the donated money back to the donors.
- 7 - Lee Witten announced that he has transferred the Spotlight King collection of celebrity photos to the Weber State University Special Collections via the director Sarah Singh.

8 - The USRMA meeting was held Sept. 26. One member suggested that they use Skype as a way of communicating to members having difficulty attending meetings. Also a letter has been sent to the State about donating 223 to Cumbres and Toltec.

9 - Nathan Anderson requested volunteers to provide security during the visit by Big Boy 4014 in Provo.



Minutes of October 19 meeting

- 1 - Minutes of September were corrected to read that the money sent to Brigham Depot Museum was for building an access ramp and repair of the roof.
- 2 - Brigham Depot Museum's next project is to replace the office floor.
- 3 - Financial report - balance of \$7151.89. \$1050 will be needed to pay back donors for the video began by Bill Francis. This matter has been tabled until after the Mayoral elections in November.
- 4 - The Union Station Foundation is holding a Sesquicentennial Culmination Celebration on Nov. 16 at the Union Station. It was approved by Chapter members to purchase a table of 8 for our Chapter members who wish to attend on a first come first served basis. It was felt that since we were part of the Sesquicentennial in several aspects, we should be represented at this function.
- 5 - Yahoo has announced that all Yahoo Groups will be deleted. No uploads will be allowed from October 28 on. We will need to find another way to communicate as a group.
- 6 - Steve Jones has been in communication with R&LHS President, Bob Holzweis concerning a supporting letter to the State of Utah advocating that the 223 be turned over to the Cumbres and Toltec railroad for restoration and operation.

Holzweis also said that since our last convention actually made money, the R&LHS was sharing some of the profits with our Chapter and a check for \$5,000 will be sent.

- 7 - It is hoped that the Ogden City Mayoral challenger will be elected and be more supportive of our 223 project goals.



Minutes of November 16 meeting

- 1 - Minutes of October meeting were read and approved.
- 2 - Steve Jones presented a number of email messages that have been exchanged with various individuals such as Dan Hartley, Director of Utah State History and others concerning the fate of D&RGW locomotive 223. Our chapter continues to pursue our desire for the 223 to be turned over to the Cumbres and Toltec Railroad for restoration to operational status. R&LHS National President Bob Holzweis has written a letter of support for this proposition to Dan Hartley. A copy of this was made available to the chapter members.
- 3 - Mike Manwiller of the Heber Valley Railroad has invited us to visit the new car barn that has been built next to their shop. We can schedule a time when we could make a trip to Heber together.
- 4 - **Financial report:** There is a balance of \$5,031.72. The Brigham City projects are done. They were given \$3900 from the money that the Golden Spike Chapter received from a state grant.
- 5 - Steve Jones made a motion to donate tools and equipment currently in the Union Station shop that belong to the chapter to selected organizations and individuals. John Barrett seconded the motion and it was passed unanimously.
- 6 - We will not meet in December. Our next meeting will be



the third Saturday, January 18, 2020.

Chairman's Message:

Where will D&RGW 223 end up? That decision rests with the Utah Department of History and Arts.

The Railway and Locomotive Historical Society (R&LHS), Golden Spike Chapter has been working on the restoration of the D&RGW narrow gauge locomotive 223 for many years. This restoration, and the preservation and protection of 223 is

the primary mission of the Golden Spike Chapter. The Golden Spike Chapter has been acting as conservator for 223 since it was moved to Ogden in 1991 with a grant from the Utah State Department of History and Arts with the intent of it becoming a part of the Utah State Railroad Museum after restoration. Locomotive 223 is an important historical artifact and is listed on the National Register of Historic Places and deserves to be restored to operation. Please visit our web site for a complete history of the 223 locomotive and our restoration activities <http://www.save223.com>.

Our primary mission has not changed and will not change. Since 1991 we have been working towards restoring D&RGW 223 to operation. Please take the time to look at the fantastic results at <http://save223.com> to see for yourself.

Ogden City, and later the Union Station Foundation, supported the 223 restoration efforts by retrofitting the Trainman's building for use as a restoration facility, allocating the space for the restoration efforts, and providing utilities, security, fire protection and other building services. Many regional businesses supported the restoration effort by offering products, services, and funding either as donations or with significant discounts. Restoration of 223 has been a community effort led by the Golden Spike Chapter.

To make sure that there are no misunderstandings there has never been a desire for the Golden Spike Chapter to own 223. The owner of record is the Utah State Department of History and Arts. Our mission has clearly been to see it restored to operation. It is unfortunate that after spending so many years planning, coordinating, fund raising, and finding innovative ways to move the 223 restoration forward we are not being included in the discussions about its future.

The Utah State Department of History and Arts informed us that they are planning a Utah State History museum on the State Capitol grounds and are considering showcasing 223 in that museum. Unfortunately, this delays any final decision on the status / direction of 223 for 6 to 12 months and that means no progress on the restoration during this time.

After being locked out of the restoration facility by Ogden City the Golden Spike Chapter worked with the Cumbres & Toltec Scenic Railroad to develop a letter of intent that was presented to the Utah State Department of History and Arts that would complete our mission of restoring 223 to operation and provide benefits for many years after that.

The following bullet list summarizes the spirit of our joint plan.

- R&LHS will stay involved to provide continuity and continue documenting the history of 223.
- The R&LHS mission includes supporting anything needed at Ogden Union Station (owned by Ogden City). We hope to continue in this role and relationship. Once this strategy is endorsed by the State of Utah we would hope to include Ogden City in the final plans and execution of the program to move 223 to the C&T.
- John Bush and Stathi Pappas will be making a trip to Utah in the next weeks for other business reasons. We will coordinate a visit with Ogden City for them to inspect 223 while they are here so they can make more detailed plans for the 223 restoration.
- We proposed that The R&LHS Golden Spike Chapter and C&T management jointly meet with the Utah State Division of History and Arts to address any questions they have about the direction we are proposing.
- C&T has the management and technical skills to complete the restoration of 223
- C&T has the fundraising capability to raise the funds necessary. This could be in the range of \$500,000.00 depending on the work needing to be done on the boiler after inspections are complete.
- C&T will transport the 223 to Antonito, CO.
- C&T needs to look at what the R&LHS Golden Spike Chapter has completed to come up with an accurate schedule. But, there is a possibility that 223 could be operational in approximately two years.
- C&T has 64 miles of original D&RGW track where 223 could exercise her legs. Photographs show #223 in operation at Osier Colorado (the midpoint of the line from Antonito to Chama) in 1907. Chances are that she would primarily run on the Eastern half of the trackage, pulling some historic rail cars of approximately the same vintage. There is nothing like this in Ogden.
- C&T has the crew in place that would provide the ongoing maintenance and support of 223 so that it stays operational for future generations. This is far superior to putting it on a static display in a park where it would again deteriorate.
- The C&T suggested that after the 223 is operational they would operate a R&LHS, Golden Spike Chapter, sponsored train once a year. In concept once they recover operational costs this would be a fundraiser for our chapter. We could donate the pro-

ceeds to the 223 restoration or any other activity that the chapter wants to support.

- The R&LHS Golden Spike Chapter would continue primarily as a “Friends of 223” organization.

Locomotive 223 becoming a part of this exciting, historically accurate, environment is the best thing that could possibly happen. It would return home to where it operated when in service and be taken care of in perpetuity.

This video that John Bush provided will give you an understanding of the environment and the level of dedication that the Cumbres & Toltec Scenic Railroad offers <https://www.youtube.com/watch?v=SEIWJXQDQpM&t=3s>.

We were hopeful that the above strategy would facilitate the Utah State Department of History and Arts, The R&LHS Golden Spike Chapter, Ogden City, Union Station Foundation, The Utah State Railway Museum Authority, and the Cumbres & Toltec Scenic Railroad working together to complete the restoration of locomotive 223 and to see it in operation on the C&T. That has unfortunately not happened, but the Golden Spike Chapter is not giving up on achieving our mission of seeing 223 operational.

There may be some dissenting views within our membership, and within the railroad historical community, about the best direction for 223. Having different opinions is positive and usually results in the best overall solution and direction. I have asked our board members to be careful to state any dissenting views as personal opinions so that the official position of the R&LHS Golden Spike Chapter is clearly understood by all interested parties.

The Union Station Foundation is working on setting up a joint meeting with the Golden Spike Chapter and Ogden City to see if we can go to the State with a unified recommendation for 223. I really don't want to see it spend another year behind locked doors with no progress being made.

With the elections giving Mike Caldwell another 4 years in office as Ogden City Mayor, there is very little chance of a change in policy within Ogden City. However, I think Angel Castillo has gained a lot of support so she may be able to help us to protect Union Station from a potentially devastating development plan through her position in the Planning Commission. Please provide any support that you can to the Plan-

ning Commission. Investments in the Union Station campus that enhance and build upon what we have would be very positive. We anxiously await seeing the plans from Ogden City.

In a previous R&LHS business meeting our board discussed donating our tools and equipment to the organizations actively working on restoration activities. This was reaffirmed at the November 2019 business meeting as well as discussing other options. I will contact potential recipients to formally make this offer.

It doesn't look like Channel 17 is going to come through with the documentary that we raised funding to support. So, we will go back to the donors and ask permission to reprogram their donations as general funds for the group or offer a refund.

There is some good news to share. The R&LHS national organization has completed an audit of the annual meeting held here in Ogden during the Spike150 celebrations and found that there was a significant profit. They are in the process of contributing to the Golden Spike Chapter. Thanks to everyone who helped to make this event successful from the standpoint of activities and participation and a financial success!

More good news! The R&LHS Golden Spike Chapter was awarded a Spike150 grant to repair the entry door to the Trainman's building in preparation for the Spike150 celebrations. The work was approved by the Ogden City Landmarks Commission who indicated that Ogden City needed to file the paperwork necessary for a building permit. That was never done so the work could not be completed. We worked with The State of Utah to reprogram that grant to support badly needed repairs at the Brigham City Train Depot and Museum. That work has been completed, reported to the State, and documented on the Golden Spike Chapter web site.

Please contact me if you have ideas for chapter activities. One thing being considered is visiting the Heber Valley Railroad to see their completed car barn.

Our volunteer Richard Bush has passed away. This is sad news and we extend condolences to his family and friends.

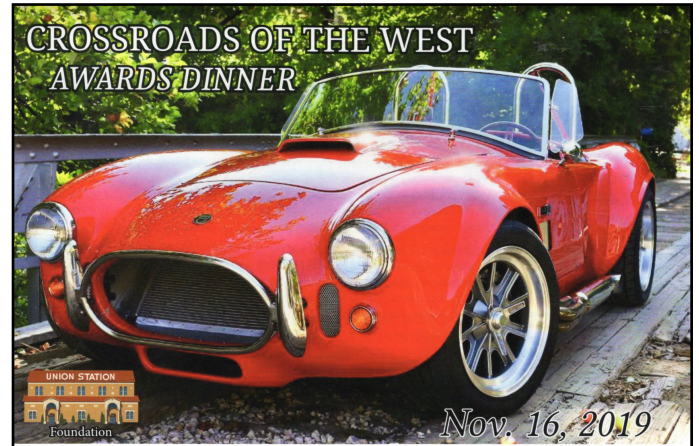
Let's keep that whistle blowin'.

Union Station Foundation Gala

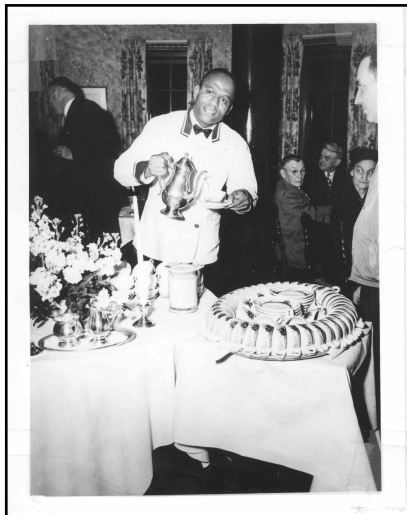
Eleven Chapter members and their guests attended the culminating fund raising activity and civic award ceremony that has been going on for a number of months. A little red sports car worth \$100,000 was raffled off through ticket sales to raise money for Union Station Foundation projects. The first project completed and a cost of a couple hundred thousand dollars, was the painting of the Union Pacific Turbine #26.

The drawing for the sports car was performed at the gala. The winner was someone who had bought a ticket at a farmer's market even some time ago. There was hope amongst out group that it would be one of us but such is life.

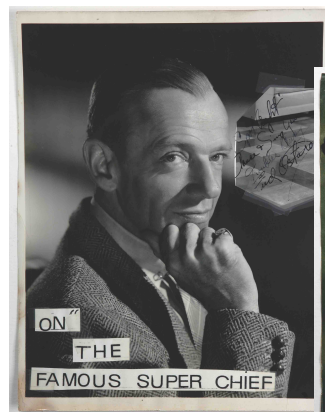
At any rate, it was a successful campaign by the Foundation and they intend to continue with these sorts of fund raising activities.



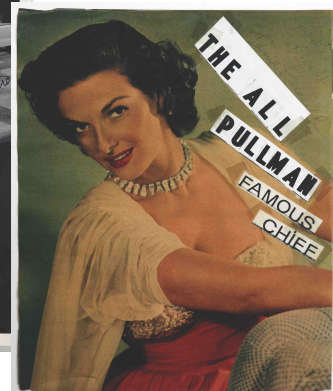
The Golden Spike Chapter has donated the Spotlight King Collection to the Weber State University Special Collections. We have retained the rights to digital copies of the autographed photos. It was decided in our November meeting to have a monthly presentation of these photos with information about the celebrity and a transcription of the autograph collected by Spotlight King while working as a dining car waiter. Visit our website: gsrlhs.org for a link to this collection and visit each month for a new photo. Below is an article written about King and his collection.



Spotlight



Fred Astaire



Jane Russel